INESS NOTICE.

The "MIRAMICH ADVANCE" is published at Chatham, Miramichi, N. B., every Thursday morning in time for despatch by the earliest mails of It is sent to any address in Canada, the United States or Great Britain (Postage prepaid by the Publisher) at the following rates :-Advertisements are placed under classified hea

rate of \$6.75 an inch per year. The matter in space secured by the year, or season, may be changed under arrangement made therefor with the Publisher.

The "MIRAMICHI ADVANCE" having its large circu munities engaged in Lumberin Fishing and Agricultural pursuits, offers superion ducements to advertisers.

Address Editor 'Miramichi Advance," Chatham N. B

Miramichi Advance.

Explanatory.

We must ask the indulgence of our readers in the matter of Legislative and Circuit Court reports, which we are obliged to hold over, to be given next week. There are also a few other matters from correspondents, to which we cannot give space this week, but which will receive attention in good time.

The Miramichi Valley Railway

In order that our readers may the

better understand where it is propos-

ed by the Northern and Western Railway Company to locate the line of the Miramichi Valley Railway between Bartholomew River and the Intercolonial, we make room in this district extending from the lower portions of Chatham and Newcastle parishes to Blackville upper line-a length of over forty miles and of a sufficient width to show a large portion of country, both north and south Engineers in 1876 and also in 1883, when making trial-surveys for a north-side route, are laid down accurately and the position of the now The route, after the line crosses the in the general direction of the river until it reaches a point at or near Doaktown, where it will, probably, cross to the south side again, although some good authorities, who are of opinion that a better route for Fenety, who explained that it was callbe found by keeping on the Northside and then crossing over and running to Boiestown. From Boiestown the line will run directly to and then down the valley of the Nashwaak to St. Mary's, opposite Fred. ericton. Any practical eye will, at once, see that the natural Miramichi terminus of the road is at Chatham, and almost any person of ordinary capability for observation will be at once impressed with the absurdity of making the junction of the road with the I. C. R. between the Miramichi bridges or dignifying such a place as Wilson's Point with the name of a deep water terminus. With the exception of a narrow channel therewhich is not wide enough to admit of a vessel turning—the water simply covers a large acerage of flats, He said; The Miramichi Valley Railroad, where a scow would hardly float at | passing up the Nashwaak and down the low tide. The channel approaching the Point, as shown by the Admiralty Chart and known to all our steamboat men, is narrow, crooked districts; as you recede from the river valand but nine feet deep at low water leys, the land becomes much poorer, with at its shallowest part. These well- the exception on that part of this route known facts at once show that Wil- lying between the Nashwaak at Cross son's Point is not in any way fit for a deep water terminus. In any case, along the southern side of one of the most a portion of the Intercolonial Rail- fertile districts in New Brunswick, nineway must be run over in order to enable Valley traffic to reach Newcastle by rail, so such traffic might as well go from Chatham Junction as from "Derby Siding," especially when | touches the South-west Miramichi at or the junction with the Chatham rail | near Boiestown. There are more than a way will secure the independence of million of acres of timber land on this

chi terminus at the other. The people of the County have be there loaded on the cars and carried by by petition, pronounced unmistake- rail to the different towns in the Eastern ably in favor of the route as above laid down. In the winter season many of the ratepayers of the County is cedar enough growing on the Southare in woods and not easily reach- west Miramichi to keep a railroad emed for purposes of petition. Many ployed for years in hauling it to market. who would exert themselves to further the Company's wishes and their own interests in the matter were prevented from having an opportuni- by the Intercolonial freight trains up the ty to sign the petitions and, yet, over 72 per cent. of the actual ratepayers of the County appeared by petition before the Legislature asking for the Intercolonial, there were cut in the winpassing of the amendment to the Subsidy Act which will give the than thirty four million feet of spruce and Company the power to build to Chatham Junction. It is possible that ting these logs must be hauled by horses the opponents of the road may not and sleds a distance along the highway of realise that so many ratepayers are from 20 to 50 miles, the men must walk in favor of the Company's views as to route, so we will give some statistics on the subject,-

River at the one end to its Mirami-

According to a certified copy of the should the camp get short of any kind of lists (by parishes), furnished a fortnight ago by the Secretary Treasurer, the total number of ratepayers in Northumberland is 5,816. Of these-omitting Blissfield and Ludlow not yet checked-71 are dead, 293 represent estates and are repeated, or are the names of women; 212 are non-residents; 190 are out of the County, chiefly in the United States-making 766, in all, to be deducted from the total number, leaving the number of actual Boiestown, for which the supplies would ratepayers 5,050. The number of per- be carried by rail to that place-making, sons who signed the petitions was 3,718, | in all, \$10,500 saved to the Miramichi from which number are to be deducted lumbermen on the item of portaging 71 signers belonging to Stanley, in York | alone. Travelling nearly north from Boies-County, leaving 3,647 out of 5,050 town from 10 to 40 or 50 miles, you pass Ratepayers of Northumberland as peti- through the best spruce land that I know

tioners in favor of the South side route or over 72%, which percentage would be increased by the check returns not yet

son to the Subsidy Act was considered in the House of Assembly on Monday last and was bitterly opposed by Messrs. Park and Adams, while Mr. Burchill replied successfully to their statements. son, are inserted at five cents per line nonpareil, (or sixty cents per inch) for 1st insertion, and two cents per line (or twenty cents per inch) for each Mr. Park had the hardihood to say that it was always intended that the road should be built by the Derby side, present must have known that the Company's Act from 1872 up to 1882 provided thatithe road should run from St. Brunswick), and in Bonaventure and Gaspe (Que- Mary's to Chatham, only, and that there was, for those first ten years, no mention of Derby in the Act. As we write the bill which will enable the Company to go on with the road is before the Legislative Council. It passed the Assembly by a vote of 25 to 7 and it is said the strongest efforts are being put forth to defeat it in the Council, but every well-wisher of Northumberland will be glad to hear that that body is not to be made the instrument of working such an injustice upon the County as the defeat of the bill would be.

> Last week the Advocate, referring to the late meeting in Fredericton to consider the subject of the Valley Railway, gave what purported to be an outline of a speech made by Mr. Edward Jack. Among other things the Advocate said

"Mr. Jack explained that an effort was being made by St. John to divert the Miramichi Valley Railway from Black-ville past the head of Grand Lake to Apohaqui and leave Fredericton out in the cold."

At the time, we had no full report of the Fredericton Railway meeting at hand and it did not occur to us that the Advocate and those who are workissue for a map of the Miramichi ing with it against the Railway would go so far as to untruthfully attribute the above to Mr. Jack. We, therefore, accepted the statement as made, challenged it as one without any foundation in fact, and said Mr. Jack should justify or withdraw it. We received a note from Mr. Jack, enclosing a report of the two great branches of the Mir- of his remarks, as given by the Capiamichi. The lines followed by the tal and which he says is correct. He says he did not make the statement attributed to him and a perusal of his speech will show that he was misrepresented by the Advocate. What that paper or its friends in the railway obfamous Wilson's Point well-defined struction business hope to gain by such tacties it is not easy to determine, as Southwest at Bartholomew is to be they ought to realise that the question is one now so near a solution that misrepresentation and sophistry have a poor chance against the solid facts in favor of the Company's declared plans, backed by the weight of the important interests involved. The Fredericton are well acquainted with the country, Meeting was presided over by Mayor several miles above Doaktown will ed in the interests of the Miramichi Valley Railway and had no political bearing, whatever. If it had he would not be there. He introduced Mr. Edward Jack, C. E. who moved the following resolution.

> "Whereas, there is but one line of railroad connecting the west side of the Province with the Gulf of St. Lawrence, and, whereas, the interests of the farmers, lumbermen and fishermen of the greater part of New Brunswick, and especially those of the Counties of York, Northumberland, Kent, Gloucester and Restigouche, demand the construction of another, to still further aid in the development of their agricultural and other resources, and aid in the settlement of the unoccupied lands through which the contemplated road will pass; and whereas, the route by the Valleys of the Nashwaak adapted to satisfy the requirements of the above-named five Counties; therefore, be it

> the Dominion Parliament be requested to urge the encouragement of the construction of this road upon the Government of the Dominion; and fur-

"Resolved, That a committee of three be appointed to proceed to Ottawa to press forward the sub-

ject matter of the above resolution, with a view of obtaining a subsidy from the Dominion Government for said road." Before the resolutions were put, Mr. Jack asked leave to make some remarks Miramichi, will traverse a fertile country as well as one rich in lumber, for the banks or shores of both of these streams represent the best land in their respective Creek and the Miramichi near Boiestown, where the proposed line of railway runs tenths of which is yet forest-covered. This belt is eighten or twenty miles long here and eight or ten wide. Its future prosperity depends upon the construction of this railway. The proposed road the whole line from the St. John river and its branches above Boiestown. On this great country grow vast quantities of cedar and other woods, which, when brought to Boiestown by water, can States. Sleepers are worth three cents per sleeper more on the railway cars than when piled on the wharf at Boston. There In order to show of what value cedar is becoming, I may mention that last season cedar sleepers were loaded on the cars south of Dalhousie, they were then hauled St. Inwrence, and thence carried by other roads to Portland, Maine. Below Boies. town, on the various branches of the South-west between that place and the ter af 1883, on the Crown lands, more

pine logs. Now the hay, outs, pork,

flour, etc., consumed in the work of get-

or be hauled this distance going in and

out; and when the time for river driving

begins, the drivers must be hauled. These

men and horses have also to be fed, and

supplies, a man and team must be sent

out to Fredericton or Newcastle, whereas

were this road running, they would have

to go merely to the nearest station. I

have consulted with some of my lumber-

ing friends, and we have come to the con-

clusion that the construction of this road

by the Miramichi Valley would effect a

saving of \$250 at the very least on a mil-

lion feet of logs, or the sum of \$8,500 on

\$2,000 for 8 million feet of logs cut above

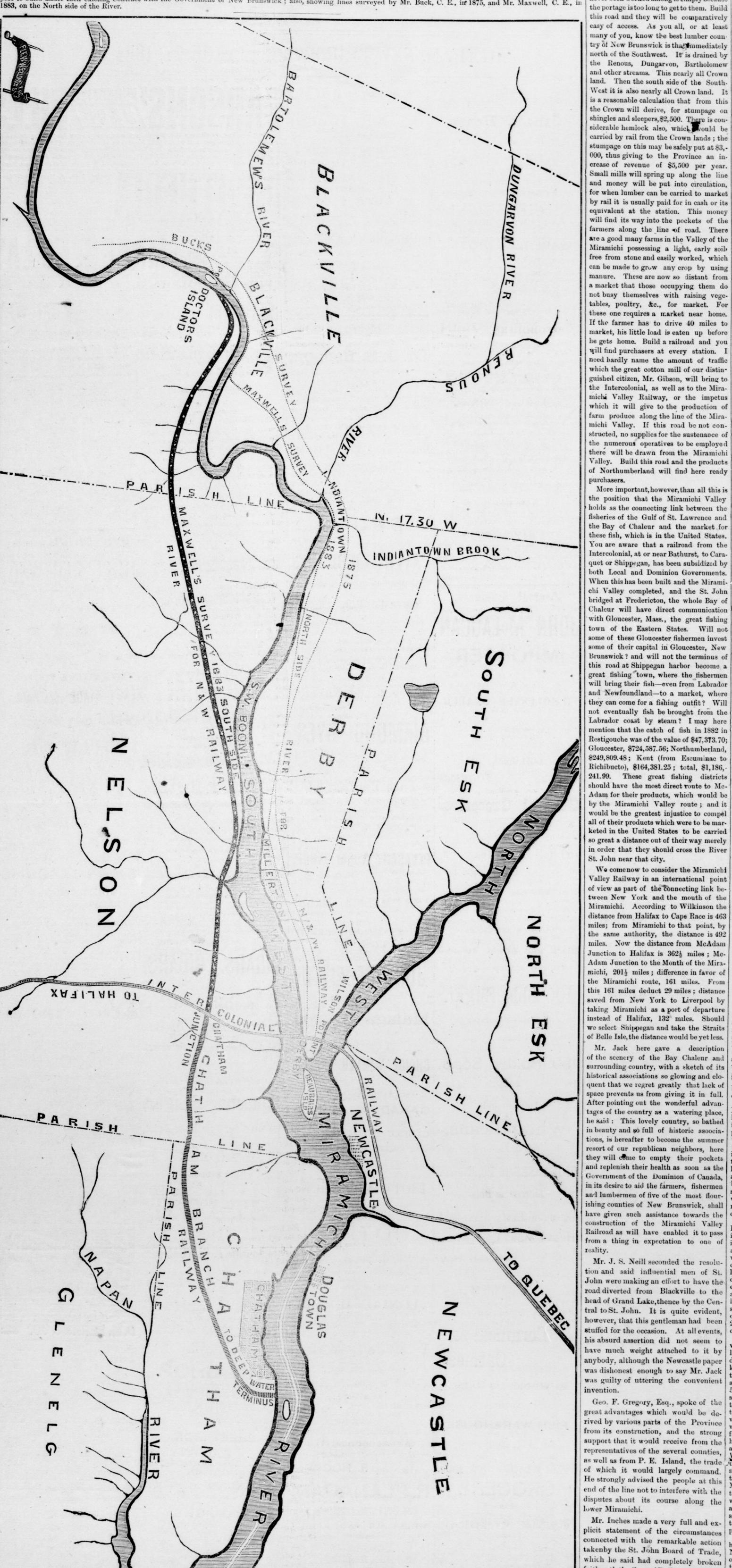
the 34 million. To this we may add

received from Blissfield and Ludlow. The Bill restoring the parish of Nel-

MAP SHOWING THE PORTION OF THE PROPOSED

MIRAMICHI VALLEY RAILWAY,

Between the Bartholemew River Crossing of the Southwest Miramichi and the Junction with the Intercolonial in the Parish of Nelson, as surveyed by D. F. Maxwell, Esq., C. E., in 1883, together with continuation, via Chatham Branch Railway, to Deep Water Terminus, as contemplated in Act of 1872, incorporating Northern and Western Railway Company, Railway Subsidy Act of 1874, and all other legislation on the subject up to 1882, being also the route by which the Northern and Western Railway Company propose to build under their existing Contract with the Government of New Brunswick; also, showing lines surveyed by Mr. Buck, C. E., in 1875, and Mr. Maxwell, C. E., in



of. When you get about 35 miles or so, more especially for the discussion of the you come to a point where spruce logs have | Miramichi road. never been cut, and where they stand very thickly, frequently mixed with very good pine. Now, the reason these logs have never been worked among is simply because the portage is too long to get to them. Build this road and they will be comparatively easy of access. As you all, or at least many of you, know the best lumber country of New Brunswick is that mmediately north of the Southwest. It is drained by the Renous, Dungarvon, Bartholomew which the Intercolonial, Western Exand other streams. This nearly all Crown tension, Grand Southern and some land. Then the south side of the South. other lines ran were chiefly unfit for West it is also nearly all Crown land. It settlement, while on the Miramichi is a reasonable calculation that from this there were givet quantities of good the Crown will derive, for stumpage on shingles and sleepers, \$2,500. There is con- of the United States would be soon siderable hemlock also, which would carried by rail from the Crown lands; the stumpage on this may be safely put at \$3,-000, thus giving to the Province an increase of revenue of \$5,500 per year. Small mills will spring up along the line and money will be put into circulation. for when lumber can be carried to market by rail it is usually paid for in cash or its equivalent at the station. This money will find its way into the pockets of the farmers along the line of road. There Mr. L. W. Johnson were unanimously are a good many farms in the Valley of the Miramichi possessing a light, early soil, free from stone and easily worked, which can be made to grow any crop by using manure. These are now so distant from a market that those occupying them do not busy themselves with raising vegetables, poultry, &c., for market. these one requires a market near home. If the farmer has to drive 40 miles to betrayal of an important public trust market, his little load is eaten up before by a member of the late Provincial he gets home. Build a railroad and you Government. It was headed as folwill find purchasers at every station. I lows .need bardly name the amount of traffic which the great cotton mill of our distinguished citizen, Mr. Gibson, will bring to the Intercolonial, as well as to the Miramichi Valley Railway, or the impetus which it will give to the production of farm produce along the line of the Miramichi Valley. If this road be not constructed, no supplies for the sustenance of

More important, however, than all this is of Newcastle, on the Miramichi River, in the position that the Miramichi Valley | the county of Northumberland, and still holds as the connecting link between the fisheries of the Gulf of St. Lawrence and the Bay of Chaleur and the market for ing numerous valuable salmon pools on these fish, which is in the United States. were applied for by certain residents of Northumberland County, were advertis-You are aware that a railroad from the Intercolonial, at or near Bathurst, to Caraed in the Royal Gazette over the signature quet or Shippegan, has been subsidized by of the Hon. Surveyor General, and in due both Local and Dominion Governments. When this has been built and the Miramichi Valley completed, and the St. John bridged at Fredericton, the whole Bay of New Brunswick and the Supreme Court Chaleur will have direct communication of Canada were busied in the settlement with Gloucester, Mass., the great fishing town of the Eastern States. Will not some of these Gloucester fishermen invest | that the strong side of the case was with the some of their capital in Gloucester, New Brunswick? and will not the terminus of this road at Shippegan harbor become a great fishing town, where the fishermen will bring their fish-even from Labrador | berland who were wise in their generaand Newfoundland-to a market, where they can come for a fishing outfit? Will boldly went in under Mr. Adams' adminnot eventually fish be brought from the istration and sought to secure all the de-Labrador coast by steam? I may here mention that the catch of fish in 1882 in Restigouche was of the value of \$47,373.70; brians laid their plans, so thoroughly Gloucester, \$724,587.56; Northumberland, were they informed as to the precise \$249,809.48; Kent (from Escuminae to Richibueto), \$164,381.25; total, \$1,186, 241.99. These great fishing districts in the business occur, and when they were should have the most direct route to Mc- done there did'nt remain a single solitary Adam for their products, which would be by the Miramichi Valley route; and it would be the greatest injustice to compel all of their products which were to be mar- about that six grants containing 865 acres, keted in the United States to be carried so great a distance out of their way merely in order that they should cross the River

St. John near that city. We come now to consider the Miramichi pitably invites his friends each year to Valley Railway in an international point of view as part of the connecting link between New York and the mouth of the Miramichi. According to Wilkinson the distance from Halifax to Cape Race is 463 miles; from Miramichi to that point, by the same authority, the distance is 492 miles. Now the distance from McAdam Junction to Halifax is 3621 miles; Mc-Adam Junction to the Month of the Miramichi, 2011 miles; difference in favor of of Chatham, applied at the Crown Land the Miramichi route, 161 miles. From this 161 miles deduct 29 miles; distance the day following the order of survey was saved from New York to Liverpool by | made. . Five days subsequently, with martaking Miramichi as a port of departure instead of Halifax, 132 miles. Should we select Shippegan and take the Straits run the lines that they covered a nice

Mr. Jack here gave a description of the scenery of the Bay Chaleur and sold and bid in by one Robert R. Call, of surrounding country, with a sketch of its | the aforesaid Newcastle, himself a right historical associations so glowing and eloquent that we regret greatly that lack of space prevents us from giving it in full. After pointing out the wonderful advantages of the country as a watering place, he said: This lovely country, so bathed in beauty and so full of historic asoociaresort of our republican neighbors, here they will come to empty their pockets in its desire to aid the farmers, fishermen and lumbermen of five of the most flourishing counties of New Brunswick, shall ment of officers keenly alive to their have given such assistance towards the construction of the Miramichi Valley Railroad as will have enabled it to pass from a thing in expectation to one

Mr. J. S. Neill seconded the resolution and said influential men of St John were making an effort to have the road diverted from Blackville to the head of Grand Lake, thence by the Central to St. John. It is quite evident, however, that this gentleman had been stuffed for the occasion. At all events, his absurd assertion did not seem to have much weight attached to it by lands, hadn't the slightest idea of such anybody, although the Newcastle paper was dishonest enough to say Mr. Jack was guilty of uttering the convenient invention.

Geo. F. Gregory, Esq., spoke of the great advantages which would be derived by various parts of the Province from its construction, and the strong support that it would receive from the representatives of the several counties, as well as from P. E. Island, the trade of which it would largely command. He strongly advised the people at this end of the line not to interfere with the disputes about its course along the wrong and had given him nearly all water lower Miramichi.

plicit statement of the circumstances connected with the remarkable action takenby the St. John Board of Trade, Northwest, and had in his eye a neat bit which he said had completely broken of some 140 acres just where the Mountain brook joins the main river. Now faith with the Central Railway Company. what happened to Mr. Davidson we do He wished it distinctly understood that not learn, but it appears that though he

Mr. Parkin pointed out that the construction of the Miramichi Railway was matter of provincial as well as local interest, since it would open up a larger amount of god lands for emigrants and do more to develop resources of provincial revenue than most of the other railways hitherto built in the Province, as the unsettled lands through lands untouched. The lumber markets thrown open to our lumber, and in that case the district touched by the railway would contribute largely to the provincial revenue, at the present time a most

important consideration. A suggestion by Mr. L. W. Johnson that a delegation be sent to Ottawa to press the subject of the resolution upon the Government was adopted and Mayor Fenety, Mr. James S. Neill, and selected for the proposed delegation, and all of them consented to go.

Robbing the Public.

An article appeared in last Saturday's Telegraph which was, no doubt, a sur-For prise to the people of the Province, as it was a thorough exposure of the

> "A LITTLE GAME OF GRAB." EX-SURVEYOR-GENERAL AND HIS FRIENDS CAPTURED THE N. W. MIRAMICHI."

Anticipating the Judgments of the Courts. - Valuable Fishing Privileges sold for a song.—The Province badly

The article is as follows,-The Hon. Michael Adams held the office of surveyor-general of the Province of New Brunswick from July 13th, 1878, until 26th Feb. 1883. Before that time, and during that time he was a resident resides there. While Mr. Adams was at the head of the Crown Land department, certain blocks of ungranted lands, coverthe North West Branch of the Miramichi.

course were sold and granted. . While this was being done, and the public domain was thus being disposed of for a mere song, the Supreme Court of of the vexed question of riparian rights. The more the matter came to be considered, the more evident it was becoming the riparians, and the stronger accordingly was growing the anxiety all round to get in on some of the eligible rivers while there was a chance. It was thus, that certain parties in the county of Northumtion and who had "marked down" sundry bits of water not too far from home, sirable fishing privileges on the north-west branch of the Miramichi. So well it turned out, had these astute Northumcourse to be taken, so exact was their knowledge of the localities treated for. that in not one single instance did a hitch protext for any succeeding Government to nclude in their schedule of available salmon streams the slightest reference to the Northwest Miramichi. And so it came costing \$765, forever closed out all provincial rights on waters which the Hon. Michael Adams, ex Surveyor-General of New Brunswick, talks so cheerily about as "our river," and to which he so hos-

rights would soon be of great value, the administrator of the Crown Lands bartered them away for a "mess of pottage." Trusted with provincial securities to guard and protect them, he made the way easy for his intimates and friends to lay eager hands upon them; and facilitated by orders in Council the spoliation of the public domain. The following statement will show how this was accomplished :-On Jan. 23, 1880, one Charles Sargeant, Office for 100 acres of land at a certain point on the Northwest Miramichi, and on vellous expedition, Deputy Surveyor Fish returned a survey of the land applied for and in the most opportune way he had so of Belle Isle, the distance would be yet less. stretch of salmon water, extending in length some 25 chains. Without any undue loss of time this lot was advertised good sportsman and "Jolly good fellow." The amount paid by Mr. Call for this block of 100 acres was at the rate of 80

oin him for a season's salmon fishing.

With every reason to believe that such

Nov. 9, 1880, Mr. Allan J. Ritchie, of Newcastle, felt an itching for a couple o hundred acres next to his friend Call, and in January, 1881, became the fortunate possessor of 200 acres of well-watered tions, is hereafter to become the summer | wilderness for the sum of \$160. A noticeable peculiarity about this transaction is shown by the record, as it appears therefrom that there was no annoying deand replenish their health as soon as the lay in waiting for surveys to be ordered Government of the Dominion of Canada, and made, the very block wanted having been, by a stroke of good luck, actually surveyed previously, thus showing the advantage to be derived from the employ-

> In the fall of 1881 this same Mr. Allan Ritchie, no doubt feeling pretty well satisfied over the previous little transaction in wild land and wilder waters, bespoke again for 200 acres, and as it wasn't worth while spreading his property all over the country he selected a block adjoining his last purchase, and with such rare luck and discretion that the Northwest Branch emerged at one angle of his lots B and C. and entered at the adjacent angle of his lots D & E and then meandered most skillfully diagonally across into an angle of his friend Call's property. Thus went 200 more acres of rocks, trees and especially water for another \$160. At this time of course, the Hon. Sur-

veyor General, the custodian of the crown doings! How could he be expected to that his neighbors, friends and townes were up to such snuff! And at any rate what odds about a few paltry 500 acres which lay along swirls and sinuosities of a me torrent! Surely he couldn't be expected to unbend to such small beer. And so while Jupiter nodded wicked mortals went on with their little games and our friend, Mr. Robert R. Call, again took a hand, and this time, March 1881, it was an odd bit of just 125 acres he wanted. With a perversity which seems only to attach to salmon rivers, this Northwest struggled right through from end to end of this very piece of property so fancied by Mr. Call, until it actually looked as though the Surveyor had done him revious and very little land. Especially did this seem the more unfair as just at this junc-Mr. Inches made a very full and ex- ture the Government had jumped the price from 80c. to \$1 per acre.

Nov. 14, 1881.-Mr. Arthur Davidson had caught the fever for a piece of the it was only by request that he brought up this matter at a meeting intended applied for this lot it was knocked down to Mr. Donald Sutherland, a very worthy dry gry goods dealer in Newcastle, whose